SWEDISH TRANSPORT AGENCY

ATPL / type rating skill test or proficiency check for single- or multi-pilot helicopter

Application and report form for the ATPL(H) skill test, type rating skill test and proficiency checks on multi pilot helicopter and single pilot helicopter according to appendix 9 to Commission Regulation (EU) No 1178/2011 of 3 November 2011.

A. To be completed by the examiner

Skill test		
☐ Type rating	☐ ATPL - applicant experience shall be documented in section F, page 2	
☐ PC Revalidation	☐ PC Renewal	☐ PC Extension of IR

B. To be completed by the examiner

Date of test/check	If test performed in aircraft; registration	Type of helicopter

Single pilot certified helicopter, note type of operation(s)

☐ Single pilot operations (see instructions)	☐ EASA helicopter
☐ Multi pilot operations (see instructions)	☐ Annex I helicopter not approved for use in DTO/ATO
☐ Multi pilot operation entered, by the examiner, in the applicant´s logbook (see instructions)	☐ Annex I helicopter approved for use in DTO/ATO
☐ Multi pilot helicopter (either by certification or by 965/2012 see instructions)	
☐ VFR ☐ IFR ☐ PIC ☐ Co-Pilot ☐ Extension SPO↔MPO (see instructions)	

C. To be completed by the applicant

Date of birth (yyyy-mm-dd)	State of licence issue	Licence no

Last name	First and middle names
Address	Country

Postcode	Town/city
Telephone number	E-mail address

☐ Applicant verification of compliance according to ARA.GEN.315 and AMC1 ARA.GEN.315 (c)
(See instructions, page 8)

Total flight time	FSTD	FNPT
Total time multi pilot helicopters	PIC, total time	PICUS, total time
Cross country PIC/PICUS	Instrument	Instrument ground time

Night flight	
	☐ PICUS verification attachment, (See instructions, page 8)

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D. To be completed by the organisation

Training completed and approved for

☐ Renewal	☐ Type rating	☐ Extension SP↔MP	☐ Extension IR to other type
Name and approval number of ATO/AOC/SPO-Declaration			
Signature nominated, or designated, person			
Date	Name in block letters		
Flight time during course		Total time in FSTD during course: FFS	FTD

E. To be completed by the examiner

Result of the test

All items passed ☐ Passed	1 – 5 items failed ☐ Partial pass	6 or more items failed ☐ Failed
☐ Temporary rating issued	☐ Temporary rating not issued	☐ Revalidation of multiple types (see instructions)

I have entered the following details in the applicant's licence (PC only)

Rating	Date of test/check	Rating valid until	IR valid until

I have entered the following details in the applicant's Annex I attachment

Rating	Date of test/check	Rating valid until	IR valid until

Signature of examiner Examiner's certificate number:	Stamp, or name in block letters

Scan as PDF, send by e-mail to: certifikat.w3d3@transportstyrelsen.se
or by mail to:Transportstyrelsen, SE-601 73 Norrköping
Webbsida: transportstyrelsen.se

Applicant licence no

F.

Before Test/check

☐ Valid PPL/CPL/ATPL Licence	☐ Valid language proficiency	☐ Approved to be tested on PBN (BSL14254 attached to this application if PBN privileges not confirmed in logbook)
Valid R/T certificate: ☐ Swedish ☐ English	☐ Personal identification card	☐ Medical (required only if test performed in aircraft)

Before ATPL skill test have completed as a pilot of helicopters a minimum of

☐ 1000 hours of flight time, Of the 1 000 hours, a maximum of 100 hours may have been completed in an FSTD, of which not more than 25 hours may be completed in an FNPT		
☐ 350 hours in multi-pilot operations	☐ 250 hours as PIC; or ☐ 100 hours PIC and 150 hours PICUS; or ☐ 250 hours PICUS in multi pilot operations*	
☐ 200 hours of cross-country flight time of which at least 100 hours shall be as PIC or as PIC under supervision		
☐ 30 hours of instrument time of which not more than 10 hours may be instrument ground time	☐ 100 hours of night flight as PIC or as co-pilot	
☐ Approved MCC course or	☐ Experience and training in accordance with FCL.510.H (f) and AMC1 FCL.510.H(f) (ATO certificate must be attached to the application)	

Before multiple revalidation using one PC for single engine turbine helicopter

☐ Min 2 hours PIC on each relevant type during the validity period (PC included)	☐ 300 hours as PIC on helicopters	☐ 15 hours on each of the types revalidated'
☐ PC performed on different type than last PC/skill test		

Before type rating skill test

☐ Theoretical training	☐ Flight training	☐ Min 70 PIC (ME)

Additional requirements for Skill test MpH

☐ Valid ATPL theory (or equivalent)	☐ Approved MCC course or	☐ >500h MPO

Before PC revalidation

☐ Valid type rating	☐ Min 2h within validity period (PC included)

Before multiple revalidation of single-engine piston helicopters

☐ Min 2 hours PIC on each relevant type during the validity period (PC included)

Before PC renewal

☐ Renewal training performed by ATO (Copy of renewal training certificate must be attached to the application)

All prerequisites checked, documented as required in section C, and confirmed including latest revision of Examiners Differences Document

EDD revision nr	Examiner

*In this case, the ATPL(H) privileges shall be limited to multi-pilot operations only, until 100 hours as PIC have been completed;

Before PBN test/check (initial)

☐ Approved to be tested on PBN (TSL7557 attached to this application if PBN privileges not confirmed in logbook or by other means)

Before test/check if PBN approach is not included in the test

☐ Applicant has previously met PBN requirements (must be confirmed by logbook entry or operator statement)

☐ Test to be performed **not** including PBN approach, applicant informed of limitations in IR following a successful test.

Applicant licence no:

G.

M = Mandatory **P** = Trained as PIC or COP for issue **X** = FS only ***** = Actual or simulated IMC

Section 1 Pre-flight preparation and checks (Including MCC)		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
1.1	Helicopter exterior visual inspection; location of each item and purpose of inspection			P		**M** (if performed in the helicopter)		☐	☐
1.2	Cockpit inspection		P	→		**M**		☐	☐
1.3	Starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies	P	→	→		**M**		☐	☐
1.4	Taxiing/air taxiing in compliance with air traffic control instructions or on instructions of an instructor		P	→		**M**		☐	☐
1.5	Pre take-off procedures	P	→	→		**M**		☐	☐
					Examiners initials when section completed				

Section 2 Flight manoeuvres and procedures		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
2.1	Take-offs (various profiles)		P	→		**M**		☐	☐
2.2	Sloping ground take-offs & landings		P	→				☐	☐
2.3	Take-off at maximum take-off mass(actual or simulated maximum take-offmass)	P	→	→				☐	☐
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	→		**M** (ME only)		☐	☐
2.4.1	Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	→		**M** (ME only)		☐	☐
2.5	Climbing and descending turns to specified headings	P	→	→		**M**		☐	☐
2.5.1	Turns with 30 degrees bank, 180 degrees to 360 degrees left and right, by sole reference to instruments	P	→	→		**M**		☐	☐
2.6	Autorotative descents								
2.6.1	For single-engine helicopters (SEH); - autorotative landing; or - power recovery, provided that applicants, in the preceding year, completed training that included an autorotative landing and that training was entered and signed in the applicants´ logbook by the instructor. For multi-engine helicopters (MEH); power recovery.		P	→		**M**		☐	☐
2.7	Landings various profiles		P	→		**M**		☐	☐
2.7.1	Go around or landing following simulated engine failure before LDP or DPBL		P	→		**M** (ME only)		☐	☐
2.7.2	Landing following simulated engine failure after LDP or DPBL		P	→		**M** (ME only)		☐	☐
					Examiners initials when section completed				

Applicant licence no:

Section 3 Normal and abnormal operations of the following systems and procedures:		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
A mandatory minimum of 3 items shall be selected from this section									
3.1	Engine	P		P				☐	☐
3.2	Air conditioning (heating, ventilation)	P	→	→				☐	☐
3.3	Pitot/static system	P	→	→				☐	☐
3.4	Fuel System	P	→	→				☐	☐
3.5	Electrical system	P	→	→				☐	☐
3.6	Hydraulic system	P		P				☐	☐
3.7	Flight control and Trim-system	P	→	→				☐	☐
3.8	Anti- and de-icing system	P	→	→				☐	☐
3.9	Autopilot/Flight director	P	→	→				☐	☐
3.10	Stability augmentation devices	P	→	→				☐	☐
3.11	Weather radar, radio altimeter,	P		P				☐	☐
3.12	Area Navigation System	P	→	→				☐	☐
3.13	Landing gear System	P	→	→				☐	☐
3.14	Auxiliary power unit	P	→	→				☐	☐
3.15	Radio, navigation equipment, instruments flight management system	P	→	→				☐	☐
					Examiners initials when section completed				

Section 4 Abnormal and emergency procedures:		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
A mandatory minimum of 3 items shall be selected from this section									
4.1	Fire drills (including evacuation if applicable)							☐	☐
4.2	Smoke control and removal	P	→	→				☐	☐
4.3	Engine failures, shut down and restart at a safe height	P	→	→				☐	☐
4.4	Fuel dumping (simulated)	P	→	→				☐	☐
4.5	Tail rotor control failure (if applicable)	P	→	→				☐	☐
4.5.1	Tail rotor loss (if applicable)	P	→	Helicopter may not be used				☐	☐
4.6	Incapacitation of crew member	P	→	→				☐	☐
4.7	Transmission malfunctions	P	→	→				☐	☐
4.8	Other emergency procedures as outlined in the appropriate Flight Manual	P	→	→				☐	☐
					Examiners initials when section completed				

Section 5 Instrument Flight Procedures (to be performed in IMC or simulated IMC):		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
Starred items (*) shall be flown solely by reference to instruments in actual or simulated IMC									
5.1	Instrument take-off: transition to instrument flight is required as soon as possible after becoming airborne	P	→	→				☐	☐
5.1.1	Simulated engine failure during departure	P	→	→		**M**		☐	☐
5.2	Adherence to departure and arrival routes and ATC instructions	P	→	→		**M**		☐	☐
5.3	Holding Procedures	P	→	→				☐	☐
5.4	3D operations to DH/A of 200 feet (60 m) or to higher minima of required by approach procedure								
5.4.1	Manually, without flight director Note: According to the AFM, RNP APCH procedures may require the use of autopilot or Flight director. The procedure to be flown manually shall be chosen taking into account such limitations (for example, choose an ILS for 5.4.1 in case of such AFM limitation)	P	→	→		**M** (Unless Exercise 5.4.2 is completed)		☐	☐
5.4.2	Manually, with flight director	P	→	→		**M** (Unless Exercise 5.4.1 is completed)		☐	☐
5.4.3	With coupled autopilot	P	→	→				☐	☐
5.4.4	Manually, with one engine simulated inoperative. (Engine failure has to be simulated during final approach before passing 1000 feet above aerodrome level until touchdown or until completion of the missed approach procedure)	P	→	→		**M**		☐	☐
5.5	2D operations down to the minimum descent altitude MDA/H	P	→	→		**M**		☐	☐
5.6	Go-around with all engines operating on reaching DA/DH or MDA/MDH	P	→	→				☐	☐
5.6.1	Other missed approach procedures	P	→	→				☐	☐
5.6.2	Go-around with one engine simulated inoperative on reaching DA/DH or MDA/MDH	P				**M**		☐	☐
5.7	IMC autorotation with power recovery	P	→	→		**M**		☐	☐
5.8	Recovery from unusual attitudes	P	→	→		**M**		☐	☐
					Examiners initials when section completed				

Section 6 Optional equipment		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
6	Use of optional equipment Eq:	P	→	→				☐	☐
					Examiners initials when section completed				

Applicant licence no:

Additional privileges sought

Additional privileges sought If privileges for both single-pilot and multi-pilot operations/helicopter are sought, complete the skill test or proficiency check in multi-pilot operation/helicopter and, additionally, the following manoeuvres and procedures as per table 1 or 2 in single-pilot operation.

Table 1

Single engine helicopters		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
2.1	Take-offs (various profiles)		P	→		**M**		☐	☐
2.6	Autorotative descents	P	→	→		**M**		☐	☐
2.6.1	Autorotative landing or power recovery		P	→		**M**		☐	☐

Table 2

Multi engine helicopters		FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
2.1	Take-offs (various profiles)		P	→		**M**		☐	☐
2.4	Take-off with simulated engine failure shortly before reaching TDP or DPATO		P	→		**M**		☐	☐
2.4.1	Take off with simulated engine failure shortly after reaching TDP, or DPATO		P	→		**M**		☐	☐
					Examiners initials when section completed				

To remove a restriction to multi-pilot operation from a non-complex single-pilot helicopter type rating, the items in table 1 shall be performed.

For IR privileges in single pilot operations, in addition to table 1 or 2 as applicable, one approach of Section 5 must be performed.

Instrument rating	FTD	FS	H	Instructors initials when training completed	Mandatory	Chkd in FS/H	Pass	Fail
Type of approach	P	→	→		**M**		☐	☐
				Examiners initials when section completed				

H. Details of the flight

Helicopter registration or FSTD qualification no	Rotor stopped/end of FSTD slot	
Departure aerodrome	Rotor turning/start of FSTD slot	
Destination aerodrome	Applicant tested as ☐ PF ☐ PNF	Total flight time
Helicopter type and variant	Pilot in command	Other Flight crew

Applicant licence no:

I. Remarks

Item no	Comment

☐ Additional items for revalidation/renewal of SP-rating performed successfully. See instructions part J.	Examiner signature

Note!

Applicants who have completed a type rating course at a ATO not approved by the Swedish Transport Agency must attach the following documents to the application:

- Course completion certificate.
- ATO Approval Certificate.
- FSTD qualification certificate.
- The Examiners authorization documents including copy of the licence.
- Copy of the licence of the TRI responsible for the aircraft training.

Debriefing/Taken parts of comments above	Signature of applicant:

J. Additional information regarding the test/PC

K. Aircraft training

Aircraft training completed date

Date	Place		
Aircraft variant		No of landings	Flight time
Licence number	Printed name		
Signature of TRI			

Applicant licence no:

Instructions for completing form

A .
Please tick the appropriate boxes. If the PC is aimed to revalidate a valid rating, please tick “Revalidation”. If the rating has expired, tick the appropriate box for renewal. The applicant must have accomplished an approved recurrent training before PC. See part “F” page 2 in the protocol.

B.
Please enter the complete information. ”Type of helicopter” means the relevant class of helicopter according to EASA Class and Type Rating List/Licence Endorsement list (Helicopters). ”Flight time total” is the applicants total flight time on helicopter

Single pilot operation and multi pilot operation or multi pilot operation only entered in the applicant´s logbook explanation; entered in the applicant´s logbook explanation;
If a skill test or proficiency check for a single-pilot aircraft class r type rating is conducted in either of the following. The form or forms of operation in which that skill test or a proficiency check is conducted shall be entered in the logbook of the applicants and signed by the examiner;

(1) multi-pilot operation;

(2) single-pilot and multi-pilot operation

Refens; FCL.725(db)

Multi pilot helicopter, either by certification or by 965/2012. To be checked by the examiner if the test is conducted in a multi pilot helicopter.

Multi pilot helicopter is one of the following options:

- Helicopter certified for two pilots
- Helicopter certified for one pilot but regulation 965/2012 requires more than one pilot. See table 3 below

Table 3

Type of operation	Additional requirements
Operations of helicopters with an MOPSC of more than 19. (Ref ORO.FC.200)	MCC course; or at least 500 hours of flight time as a pilot in multi-pilot operations. (Ref. ORO.FC.100 & FCL.720.H) Have at least 70 hours as PIC on helicopters and have passed the ATPL(H) theoretical knowledge examinations. (Ref. FCL.720.H)
Operations under IFR of helicopters with an MOPSC of more than 9. (Ref. ORO.FC.200)	
IFR offshore OSAP approaches to rigs or vessels in transit. (SPA.HOFO.125(b)	

Extension SPO↔MPO (operations) **in single-pilot helicopters** a pilot who already holds a type rating for a single-pilot helicopters type, with the privilege for either single-pilot or multi pilot operations, shall be considered to have already fulfilled the theoretical requirements when applying to add the privilege for the other form of operation on the same single-pilot helicopter type. Such a pilot shall **complete additional flight training for the other form of operation in the relevant type** in accordance with Appendix 9 to this Annex, unless specified otherwise in the operational suitability data established in accordance with Annex I (Part 21) to Commission Regulation (EU) No 748/2012.
This training shall be completed at either of the following:

(i) an ATO
(ii) an organisation to which Annex III (Part-ORO) to Regulation (EU) No 965/2012 applies and that is entitled to provide such training on the basis of either an approval or, in the case of single-pilot helicopters, a declaration (SPO).

If privileges for both single-pilot and multi-pilot privileges are sought, complete the skill test or proficiency check in multi-pilot operation and, additionally, the following manoeuvres and procedures in single-pilot operation:

(i) for single-engine helicopters: 2.1 take-off and 2.6 and 2.6.1 autorotative descent and autorotative landing;
(ii) for multi-engine helicopters: 2.1 take-off and 2.4 and 2.4.1 engine failures shortly before and shortly after reaching TDP;
(iii) for IR privileges, in addition to point (1) or (2), as applicable, one approach of Section 5, unless the criteria of Appendix 8 to this Annex are met

C.

Personal information of the applicant

AMC1 ARA.GEN.315 Applicant Verification of compliance
By ticking this box you certify that you:

(1) do not hold any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State;
(2) has not applied for any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category in another Member State; and
(3) has never held any personnel licence, certificate, rating, authorisation or attestation with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State.
Incorrect information could disqualify you from being granted a personnel licence, certificate, rating, authorization or attestation.

D.

This section is to be completed by the Head of Training or by him/her nominated person of the ATO. Please tick if recurrent training completed and if the applicant is approved for renewal PC.

E.

The result of the test. **Several Single Turbine Engine Helicopters with a maximum take-off mass of 3175 kg or Single Engine Piston Helicopters may be revalidated with one PC. If this is the case, tick applicable box and write each type on a separate line. If not enough lines, use additional information, section J.**

F.

This section is a checklist of prerequisites for the examiner to check before the test/check and in case of ATPL skilltest the applicant shall document his/her experience prior to the test. **Please note that the examiner must sign and thus affirm that he/she has checked all prerequisites before the test.**

If the applicant states PICUS flight experience, verification is required according to the following: Crediting of Pilot In Command Under Supervision (PICUS) flight time, with the purpose of reaching the requirement for an ATPL skilltest may be recorded as long as it is performed in accordance with AMC1 FCL.050 (b) (5). The Swedish transport agency require a written verification, from a manager such as a chief pilot, NP flight operations, chief flight instructor or equivalent position in the organization that the recording of the PICUS time has been done in accordance with AMC1 FCL.050 (b) (5). The actual recording of the PICUS flight time shall be done in accordance with AMC 1 FCL.050 (b) (1) (v).

G.

Protocol

The following limits shall apply corrected to make allowance for turbulent conditions and the handling qualities and performance of the helicopter used:

Height

Generally	±100 feet
Starting a go-around at decision height/altitude	+50 feet/-0 feet
Minimum descent height/altitude	+50 feet/-0 feet

Tracking

On radio aids	±5°
3D “angular” deviations	Half scale deflection, azimuth and glide path (e.g. LPV, ILS, MLS, GLS)
2D (LNAV) and 3D (LNAV/VNAV) “linear” deviations	Cross track error/deviation shall normally be limited to ± ½ the RNP value associated with the procedure. Brief deviations from this standard up to a maximum of 1 time the RNP value are allowable.
3D linear vertical deviations (e.g. RNP APCH (LNAV/VNAV) using BaroVNAV)	Not more than -75 feet below the vertical profile at any time, and not more than +75 feet above the vertical profile at or below 1000 feet above aerodrome level.

Heading (IFR)

All engines operating	±5°
With simulated engine failure	±10°

Heading (VFR)

Normal operations	±5°
Abnormal operations/emergencies	±10°

Speed (IFR)

All engines operating	±5 knots
With simulated engine failure	+10 knots/-5 knots

Speed (VFR)

Generally	±10 knots
With simulated engine failure	+10 knots/-5 knots

Ground drift (VFR)

T.O. hover I.G.E.	±3 feet
Landing	±2 feet (with 0 feet rearward or lateral flight

To establish or maintain PBN privileges one approach shall be an RNP APCH. Where an RNP APCH is not practicable, it shall be performed in an appropriately equipped FSTD.

The following symbols mean:

1. **P** = Trained as Pilot-in-command or Co-pilot and as Pilot Flying (PF) and Pilot Not Flying (PNF) for the issue of a type rating as applicable.

   X = flight simulator

The practical training shall be conducted at least at the training equipment level shown as **(P)**, or may be conducted up to any higher equipment level shown by the arrow **(→)**.

2. The following abbreviations are used to indicate the training equipment used:
FS = Flight Simulator
FTD = Flight Training Device
H = Helicopter

3.
a) Applicants for the skill test for the issue of the multi-pilot helicopter type rating and ATPL(H) shall take only Sections 1 to 4 and, if applicable, Section 6.
b) Applicants for the revalidation or renewal of the multi-pilot helicopter type rating proficiency check shall take only Sections 1 to 4 and, if applicable Section 6.
a) Instrument flight procedures (Section 5) shall be performed only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter or extend the privileges of that rating to another multi pilot type.
b) The starred items (*) shall be flown in actual or simulated IMC only by applicants wishing to renew or revalidate an IR(H) for multi-pilot helicopter, or extend the privileges of that rating to another type. The starred (*) items of section 5 , shall be flown solely by reference to instruments if revalidation/renewal of an instrument rating is included in the skill test or proficiency check. If the starred (*) items are not flown solely by reference to instruments during the skill test or proficiency check, and when there is no crediting of instrument rating privileges, the type rating will be restricted to VFR only.

4. Where the letter ‘M’ appears in the skill test/ proficiency check column this will indicate the mandatory exercise.

5. A flight simulator shall be used for practical training and testing if the flight simulator forms part of an approved type-rating course. The following considerations will apply to the approval of the course:
a) the qualification of the flight simulator as set out in Part-ORA;
b) the qualifications of the instructor;
c) the amount of line-orientated flight training provided on the course;
d) the qualifications and previous line operating experience of the pilot under training; and
e) the amount of supervised line flying experience provided after the issue of the new type rating.

H.

Details of the flight.

I.

Comments regarding tested items please indicate the item commented. The applicant signs that he/she has taken part of the result of the test (it is not a formal acceptance of the result).

J.

Additional information regarding the conditions during test, simulators etc or any other information to the licence issuing authority.

K.

Details of the aircraft training (which shall be given by an authorized TRI according to the approved course) when completed (if pertinent).